IN THE SPECIFICATION

Please amend the specification as follows:

The paragraph beginning at page 16, line 26 is amended as follows:

Figure 9 is a schematic cross-sectional view of a track and drive portion of a prior art belt wrapped over a drive sprocket 900. In essence, Figures 9, 10 and 11 show the specific relation between a drive element, such as 922, and a lug 330 at the point of contact where the drive element 922 is driving the lug 330 in Figure 8. Figure 9 is a schematic cross-sectional view of a track 700 having a driving lug 830 ~~730~~ as engaged with a sprocket 900 having a drive portion 922. As shown in Figure 9, the belt 700 and lug 830 ~~730~~ are associated with a prior art belt wrapped around or over the drive sprocket 900. The belt 800 includes an exterior surface 810 and an interior surface 820. A driving lug 830 is attached to the interior surface 820 of the belt 800. The driving lug includes a center line 832 which is substantially perpendicular to the pitch line 802 of the belt 800. The driving lug 830 also includes a first side wall 831 and a second side wall 833. The first and second side walls form an angle with respect to the interior surface 820 of the belt 800. In this particular instance, the angle, α, between the first side wall 831 and the interior surface of the belt 820 and the angle between the second side wall 833 and the interior surface 820 of the belt 800 are substantially equal. It should be pointed out that the angles may be slightly different or may be wholly different depending upon the application for the vehicle. The drive lug or drive element 922 drives against the first sidewall 831 of the driving lug 830. The drive portion 922 is a sleeve having an access 931. The drive sprocket 900 also has an access 940. Line 942 is a radial line extending from the axis ~~access~~ 941 of the drive sprocket 900 through the axis ~~access~~ 931 of the sleeve or driving portion 922. The drive portion contacts the driving lug 830 at arrow 850. As shown in Figure 9, the first sidewall is not parallel with respect to the radial line 942. Thus, when the sleeve or driving portion of the drive sprocket 900 is forced against the first sidewall 831 of the lug 830, the driving portion or sleeve 922 has an opportunity to "go uphill". In other words, the first sidewall merely presents an incline surface to the sleeve 922 and so, therefore, it can easily climb the hill presented by the first sidewall 831 of the driving lug 830. In other words, it is very easy for the driving sprocket to ascend the incline presented causing the lug to move outwardly from the drive sprocket and possibly become dislodged or moved off of the drive sprocket 900. More likely than becoming dislodged is the

fact that excessive amounts of noise, excessive amounts of power and excessive vibration is seen, especially when the drive sprocket is placing a very heavy load on the driving lug 831 of the belt 800. Such heavy load times are when there is an actual heavy load that is being moved by the vehicle or when turning the vehicle where one belt is moved in a first direction and another belt is moved in an opposite direction.

The paragraph beginning at page 19, line 6 is amended as follows:

Figure 11 is a cross-sectional schematic view showing a track 1100 and a driving portion 922 of another embodiment of the present invention. The track 1100 includes an interior surface 1120 and an exterior surface 1110. The track 1100 also has a pitch line 1102. Attached to the interior surface 1120 of the track 1100 is a driving lug 1130. The driving lug 1130 includes a center line 1132. The driving lug 1130 also has a first sidewall 1131 and a second sidewall 1133. The first sidewall 1131 and the second sidewall 1133 both make or define a line which makes an angle with respect to the interior surface 1120 of the belt 1100. In this case, as in others, the angles are equal. It may not be necessary, in other applications, to make the angles equal. The drive sprocket 900 includes a multiple number, N, of drive elements 922. The drive element 922 includes an axis 931. <u>The driving sprocket 900 includes an axis 941.</u> ~~The driving sprocket 900 includes an axis 944.~~ A line 942 or radial 942 is shown extending between the axis 941 of the drive sprocket and the axis 931 of the driving portion or sleeve 922. In this particular embodiment, a line defined by the first sidewall 1131 is non-parallel to the radial 942 when the sleeve or driving portion 922 is in contact and driving against the lug 1130. The arrow 1150 shows the point at which the drive portion or sleeve 922 is driving the lug 1130. In this particular case, the line defined by the first sidewall 1131 intersects the line or radial 942 at a point on the side of the interior surface 1120 of the belt 1100. The end result of this is that the line defined by the first sidewall 1131 is declining or is sloped into the belt 1100. In other words, the sleeve or driving portion will actually roll "down hill" into the corner or pocket produced between the first sidewall 1131 of the driving lug 1130 and the interior surface 1120 of the belt 1100. Due to the incline or decline formed between the first sidewall 1131 and the line 942, the driving element or sleeve 922 will not "climb" the sidewall 1131. There is no real force that wants to allow it to allow the sleeve 922 to climb an incline, but rather it forces it into engagement with the lug as well as with the interior surface 1120 of the belt 1100. This results in, again, less power being consumed and less noise, less vibration and a much more efficient drive system.

The paragraph beginning at page 21, line 20 is amended as follows:

Advantageously, the vehicle will travel over soft surfaces without causing damage to the surface. The drive belt having lugs which are designed to resist dislodging or jumping off the track so that less power is needed to drive the track for given loads. In addition, the track with the drive lugs needs a minimal amount of wrap around the circumference of the drive sprocket to stay engaged with the sprocket. The track requirement of a minimal amount of wrap, opens up the design possibilities. In addition, belt tension does not have to be tightened and maintained to make sure the belt stays on the drive sprocket. ~~In addition, belt tension does not have to be tighten and maintained to make sure the belt stayed on the drive sprocket.~~ The lesser belt tension lessens the amount of power needed. The lesser belt tension also lengthens the life of the belt. The sprocket and track with these drive lugs minimize "scrubbing" between the driving lugs and the sprocket driver. The sprocket is self cleaning and removes debris from the sprocket area to minimize problems associated with debris build up changing the pitch relationship between the sprocket and the flat track. The resulting vehicle is very effective in transmitting power to the surface over which it passes. The vehicle requires very low maintenance since is less prone to track derailment.